situation. So, we need not bother about I do not think even this figure would be reached really because of the international situation. So, we need not bother about it any more.

Even it was objected, why have you placed cotton in advance licensing? Shri Valiullah mentioned this. We have done this because we do not want the export efforts to impinge on the local situation of cotton. We want to isolate the export sector as much as possible from the domestic situation. So, under the advance licensing scheme they can import and export and keep the mills and the machinery going, keep the industry going. I think this is a right policy and there should not be any problem with that respect.

As I said in the beginning there are a number of other schemes. For example, looking to the drought situation, for the first time we have all sorts of scheme for drought relief. Up till now there were no specific schemes for artisans and handloom weavers. We thought that these highly skilled people should not be made to work on road construction or canal constructin like other landless people are working on such projects. They should be made to work in the skills that they have and should be paid accordingly. We have made the scheme for artisans as well as for weavers by strengthening their cooperatives, by giving them certain minimum wage and certain proportion of work. I would not spell out the details now. But looking to the drought situation we have provided them the relief and I hope lakhs of people would be employed for many months under this scheme. Gujarat is already doing something in this respect in Kutch particuarly, and other areas also, I am sure, would benefit from this.

Sir, I would end by saying that textiles is a very complex industry consisting of various interests, various sectors and subsectors and our policy is to blend their interests as much as possible without undue harm to any sector, helping them to have schemes for other sectors, for the organised mill sector for modernisation. There are plenty of other schemes for powerloom sector, for handlooms. We are coming up with more and more schemes and I can assure you with all seriousness and sincerity and in the perspicacity as exhibited here that we will take the suggestions seriously and see that this industry, which is so vital for our national economy, is not only not made to suffer but also made to prosper, to cloth a nation like ours.

5.00 P.M.

SHRI CHIMANBHAI MEHTA: Just one clarification, Sir.

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): I think he has given a very elaborate answer.

SHRI CHIMANBHAI MEHTA: I only want to ask why Government is not prohibiting resel of seized contraband textiles because it is only a 14 crore seizure and goods are coming of hundreds of thousands of crores. So just for 14 crore, why do they not stop their resale? What has the Minister to say on this?

SHRI RAM NIWAS MIRDHA: I will pass on the suggestion to the Finance Minister who handles this.

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I. Statutory Resolution Seeking Disapproval of Major Port Trusts (Amendment) Ordinance, 1983

II. THE MAJOR PORT TRUSTS (AMENDMENT) BILL, 1988.

SHRI SHANKER SINH VEGHELA (Gujarat): Sir, I move the following Resolution:

"That this House disapproves of the Major Port Trusts (Amendment) Ordinance, 1988 (No. 1 of 1988) promulgated by the President on the 28th January, 1988.

उपसभाध्यक्ष महोदय, देश का बहुत बड़ा सागर किनारा है जिस पर यह मेजर

[श्री शंकर सिंह वघेला]

पोर्ट ट्रस्ट काम कर रहे है । मेजर पोर्ट ट्रस्ट वही है जहां बहुत बड़े सिटीज हैं जहां ट्रेफिक का भी प्रोब्लम है मैं माननीय मंत्री जी से विनती करूंगा कि मेजर पोर्ट ट्रस्ट की डेफिनीशन जो भी हो 10 या 12 जो भी संख्या हो वह बड़े बड़े शहर हैं वहां मेजर पोर्ट ट्रस्ट हैं आप इसकी डेफिनेशन में थोड़ा सा फर्क करें । इस ट्रेफिक का मामला जहां है वहां के बदले में जो अच्छा पोर्ट आप डवलप कर सकते हैं इसको आप इस मेजर पोर्ट ट्रस्ट की डेफिनीशन में ला कर उस शहर में कुछ ट्रेफिक कम कर के उस एरिया को भी डवलपमेंट हो इसके लिए भी इसके तहत आप विचार करें । यह आर्डिनेंस लाने की आपको जरूरत क्यों पड़ी ? मैं समझता हूं कि डा० शान्ति पटेल बम्बई में ट्रेड यूनियन साइड की ओर से शायद हाई कोर्ट में गये थे और हाई कोर्ट ने इंटेरिम स्टे भी दिया है । आपने इस आर्डिनेंस के पेज 2 पर सेंटेंस 15 पर (बी) भाग में जो कहा है–

(b) after sub-section (2), the following sub-sections shall be inserted, namely:

(3) Every direction issued by the Central Government under sub-section (2) shall be complied with by the Board and shall not be called in question in any court on any ground.

(4) No suit or other leagal proceeding shall lie against the Central Government, the Board or any officer or other employee of the Board authorised by it in this behalf for any loss or damage caused or likely to be caused by anything which is in good faith done or intended to be done in pursuance of any direction issued under sub-section (2)".

उपसभाध्यक्ष महोदय, हाई कोर्ट में अगर वे नहीं गये होते तो शायद नौबत भी नहीं आती । तो पैसों का इस्तेमाल करने के लिए गुड फेथ की डेफिनीशन क्या होगी । अगर गुड फेथ नहीं है, बैड फेथ है और कोई पोर्ट ट्रस्ट वाले बैड फेथ से पैसा दूसरे पोर्ट के लिए कनवर्ट कर दे तो उसके ऊपर कोई अपील अथार्टी होनी चाहिए सम चेक शुड बी देअर । आप सुप्रीम कोर्ट की अथार्टी दीजिए । इस में से भी कोई एक ऐसी लीगल साइड के हिसाब से आप इसको मना करिये । कोई भी आदमी इसके खिलाफ अपील कर सकता है । इसलिए मेरा कहना यह है कि इसके लीगल एस्पेक्ट में यह अवश्य होना चाहिए कि एक ऐसी अथार्टी हो जो इसके ऊपर चेक करे । इसलिए मैं कोई एक चैक करने वाली अथार्टी की आपसे डिमांड करता हूं । इसमें स्टेटमेंट आफ ओब्जेक्ट्स एंड रीजंस में जो कहा है :—

"It has, therefore, become a matter of necessity that the Central Government, being in charge of all the major ports, should have the authority to pool the resources of all the major ports and deploy surplus funds in the development of ports all over India. In order to give effect to this policy, it is necessary to amend suitably section 88 of the major Port Trust Act, 1963, so as to provide that surplus funds standing at the credit of ports can be deployed subject to the general or special directions of the Central Government which may be given for the purpose of maintenance or development of major ports in the country or generally for the development of shipping and navigation".

यह जो ट्राफिक का मामला है, रेल और रोड पर जो जमा है यदि फेरी सर्विसेज के हिसाब से बम्बई को कांडला और एक्स को वाई पोर्ट से जोड़ने में या डेवलपमेंट करने में इस फंड का इस्तेमाल करेंगे तो आप पैसेंजर्स भी ले जा सकते हैं और कारगो भी ले जा सकते हैं । इसलिए फेरी सर्विसेज का डेवलपमेंट जो आपने शिपिंग और नेवीगेशन का लिखा है इसमें अगर आप एड करेंगे तो रेल पर जो बर्डेन है, रेलों का किराया बढ़ता जा रहा है, रोड पर बर्डेन है, हवाई जहाज पर बर्डेन है यह कम होगा और सागर किनारे में जो पानी का रास्ता इस्तेमाल करेंगे तो यह बहुत सस्ता पड़ेगा । ट्राफिक का मामला भी इससे ठीक होगा । यह भी आपको सूट करेगा ।

अब पोर्ट ट्रस्ट में पोर्ट ट्रस्टीज या बोर्ड ऑफ डायरेक्टर्स होते हैं । जो लोकल लोग है, चैम्बर्स आफ कामर्स के या कारपोरेशन्स के मेयर अथवा पब्लिक में फंक्शन करने वाले लोग इनके रिप्रेजेंटेटिव्स भी आप इसमें एड करिये जिससे कि ये ओन करें कि यह पोर्ट ट्रस्ट हमारा है । अतः लोकल रिप्रेजेंटेशन इसमें एड होना चाहिए, इसकी जो भी डिफिनीशन आप करें । आप इसमें चैम्बर आफ कामर्स के प्रतिनिधि लीजिए या कन्सर्न्ड पार्टीज को ज्यादा प्रतिनिधित्व दीजिए जिससे सारे हमारे ही इम्प्लायी हों और करप्शन का मामला या कोई दूसरा मामला हो तो ये लोकल रिप्रेजेंटेटिव ही इसको चेक भी करें । इनको अपना कंट्रीब्यूशन देना है, सहयोग देना है, अपनी मर्जी से एज ए मेम्बर सहयोग देना है इससे वे भी इससे खुश होंगे और हमारा भी भार कम होगा ।

कई राज्यों की सरकार की ओर से आपके, सेंट्रल गवर्नमेंट को इन्फ्रास्ट्रक्चर क्रीएट करने के लिए प्रोपोजल्स भेजी गयी । तो इन सब राज्यों ने जितने भी इन्फ्रास्ट्रक्चर को क्रीएट करने के प्रोपोजल्स भेजे हैं क्या आप इनको कंसीडर करेंगे और लागू करेंगे ताकि इस डेवलपमेंट में मेजर पोर्ट ट्रस्ट भी भागीदार बनें । यह मेरी आप से विनती है ।

दूसरा, वाईस चेयरमैन, सर, कांडला फ्री ट्रेड पोर्ट है । उसकी बगल में जामनगर जिले में वाडीनाड पोर्ट है जो एशिया का सबसे बढ़िया पोर्ट है । इस वाडीनाड पोर्ट को कांडला पोर्ट के साथ मिला दिया गया है जिससे उसका विकास ही नहीं होता है । वह इतना अच्छा पोर्ट है, अगर यहां बड़ा शहर नहीं है लेकिन डेवलपमेंट की बहुत गुंजाइश है तो इसको आप इंडिपेंडेंट पोर्ट ट्रस्ट में लीजिए । ऐसे पोर्ट देश में बहुत होंगे । रियली भूगोलिक हिसाब से जो अच्छे पोर्ट हों चाहे वे अच्छे शहरों के पास न हों तो इनको किसी और ट्रस्ट के साथ मत जोड़िए । इनको अलग करके बनाएंगे तो बम्बई का पूरा ट्राफिक वाडीनाड में कन्वर्ट हो सकता है । दूसरा वाडीनाड केवल आयल का ही पोर्ट न रहे, बाकी और चीजें आने जाने की सुविधा भी मिले तो और भी अच्छा रहेगा ।

एक आखिरी बात । कांडला फ्री ट्रेड जोन के बारे में लोकसभा में जो एक चर्चा हुई थी, हमारे एक मेम्बर ने, दोस्त ने वहां कोट किया था । उन्होंने कहा था :

"What about the Khandla Free Trade Zone? Between November, 1984 when our distinguished Prime Minister came into office and June 1987, the Bachchan brothers in the Kandla Free Trade Zone alone have cornered licences worth Rs 23 5 crores and exported value added for Rs. 35 crores."

SHRI RAOOF VALIULLAH Gujarat): Mr. Vice-Chairman, I have a point of order. We are discussing the Port Trusts and not the Free Trade Zone. Let the hon. Member not mix up the Free Trade Zone with the Port Trusts.

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): That is dealt with by the Commerce Ministry. Now we are discussing the Port Trusts.

SHRI SHANKER SINH VAGHELA: "I am not talking now about the other licences. They have cornered through certain corrupt elements in the Ministry of Commerce. I would want the Prime Minister to have an inquiry about the activities of the Bachchan brothers not merely on FERA violations, but also on import licences scandals."

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): This is completely out of the subject.

SHRI RAM AWADESH SINGH (Bihar): He is making a passing reference.

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): Passing reference also should pertain to the Department. It has nothing to do with it. It is related to the Commerce Department. The Minister will not be able to reply to it.

**श्री जगदम्बी प्रसाद यादव** : उपसभाध्यक्ष जी, यह पोर्ट जो है वह बंगलिंग का, करप्शन का, आयात और निर्यात दोनों

[श्री जगदम्बी प्रसाद यादव]

बड़ा रोल अदा करता है । आदमी को भेजने में भी और आदमी के पैसे को भेजने में भी रोल अदा करता है । इस तत्व की जो जानकारी रखते हैं, उसको प्रस्तुत करना नितांत आवयश्यक है । वह भी जिसने प्रसिद्धि प्राप्त कर ली है, जन-विख्यात है, उसके बारे मे कहना कोई बड़ी बात नहीं हैं ।

श्री शंकर सिंह वाघेला : तो इसी चीज को ध्यान में रखते हुए माननीय मंत्री जी इसके बारे में चिंता करें और मैंने जो सुझाव आपके सामने रखे हैं जो बिल-कुल क्रिएटिव और पाजिटिव हैं, इनके बारे में भी आप सोच करके, इनको कनसिडर करके अगर हमको जवाब देंगे, तो हम आभारी होंगे ।

*The question was proposed.*

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): Sir, I move:

"That the Bill further to amend the Major Port Trusts Act, 1963, be taken into consideration."

As the hon. Member has spoken on certain points, I think I will combine all the answers of the discussion and reply to the hon. Member.

With your permission, I would like to say a few words while moving the Major Port Trusts (Amendment) Bill, 1988 for consideration and passing of the same. This Bill seeks to amend Section 88 of the Major Port Trusts Act, 1963 dealing with the surplus funds of a Major Port.

The concept of pooling of resources of all ports for port development is a part of the accepted national policy. In the approach paper to the Seventh Five-Year Plan, 1985—90, which embodies the broad development objectives and strategy and which was approved by the National Development Council and also presented to Parliament, the national policy regarding pooling of resources of ports has been outlined as follows:

"In the development of ports, the emphasis will be on modernisation of handling systems and provision for handling fast-developing container traffic. Mismatching between port infrastructure and shipping technology will have to be avoided. Intermediate and minor ports should be developed as an integral part of the overall port system in order to increase the port capacity in the country and to help in the acceleration of regional development. The resources of all ports should be pooled for the optimum development of the port sector".

An extract from the plan document—VII Five-Year Plan 1985—90 reads as follows:—

"B. 123—Appropriate financial measures will be taken to improve the viability of the ports. These include pooling of resources of Major Ports for optimum development of port sector, rationalisation of port traffic structure to reduce wide inter-port differentials, documentation system and uniform procedure for auction/sale of import cargo as well as uncleared cargo. Due to acute constraint of budgetary resources non-conventional sources for port development will also be considered."

3. All the ports are not equally placed so far generation of surplus funds is concerned. It has therefore, become a matter of necessity the Central Government being incharge of all the Major Ports should have the authority to pool the resources of all the major ports and deploy surplus funds in the development of major ports all over India. In order to give effect to this policy, it is necessary to amend suitably Section 88 of the Major Port Trusts Act, 1963 so as to provide that surplus funds standing at the credit of the port can be deployed subject to the general or special directions of the Central Government which may be given for the purpose of maintenance or development of major ports in the

country or generally for the development of shipping and navigation. It is also necessary to provide that a major port having surplus funds con also give loan to another port for its development. As it was urgently necessary to deploy some funds to the Board of a major port under construction, an Ordinance was promulgated by the President on 28 January, 1988 to amend the Major Port Trusts Act, 1963 and for certain other consequential amendments. This Bill seeks to replace the aforesaid Ordinance.

4. In the circumstances, I now move the Motion:

(i) That the Bill further to amend Section 88 of the Major Port Trusts Act, 1963 be taken into consideration: and

(ii) that the Bill be also passed.

*The question was proposed.*

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): The Resolution and Motion are open for discussion now.

SHRI SUNIL BASU RAY (West Bengal): Mr. Vice-Chairman, Sir, a small Bill has been moved to amend a particular section, that is, section 88. Now about this Major Port Trusts Act, 1963 which is going to be amended, an Ordinance was issued by the President on the 28th January this year. But the circumstances which made the Government issue the Ordinance on the eve of the Parliament session has neither been explained by the hon. Minister nor given in the Statement of Objects and Reasons. I feel the House was not taken into confidence by the Ministry concerned and the privilege of the Parliament was curtailed.

Though the Bill is very small, yet the importance of the Bill is not that much small. If we read the relevant section of the amendment Bill, that is, sub-clause (iiii), sub-clause (c) of (iv) and sub-clause (i) of 2 (a) together, then, it will become very much clear that a new financial policy is being implemented. This Bill is practically a part of the Finance Minister's statement because we are going to utilise surplus funds of the ports. It has become a national policy but it has not been explained and it has not been detailed out as to how this surplus fund will be determined and how the entire development of all the major and minor ports and is made under one scheme. It has also not been given as to how the surplus funds of the major port trusts will be utilised for the development of minor ports which require development. If there is any shortfall of funds even after taking loans from the major port trusts how the rest of the funds will be made available? All these things have not been explained by the Minister neither in the Statement of Objects and Reasons nor in the main Bill.

Another point also comes as to how we are going to manage our finance. If we say that the Central Government may direct any of the institutions to deploy its surplus funds in the form of loan, then, what is the criteria for issuing certain instructions because what is the programme of that Major Port Trust, a particular Port Trust? The surplus fund which is being diverted to another organisation, whether that Port Trust has sufficient fund to stand on its own feet to finance its own development. That should also be explained by the hon. Minister when he will give his reply.

Now, the next question that comes before us is we are saying that there are certain Minor or Major Port Trusts which may be deficient in finance, which are weak in finance; by way of helping them, we are imposing an additional burden of payment of interest on them. This aspect, I think will go against the spirit of the national policy that the finance should be so utilised that surplus of one unit will help another unit. So why not make participation in equity or some other form so that the weaker sections will not have to bear the burnt of payment of insurance, payment of interest and so on? As you know, Sir, some of the sick industries which are for years together sick, they are paying heavy rates

[Shri Sunil Basu Ray]

of interest. They are paying heavy rates of depreciation and if all these are removed, then that industry may become healthy, may stand on its own feet. But there is no such provision in our total planning and I think these aspects should also be given consideration and I hope the hon. Minister will reply to these points also. There is another aspect of this Bill. I think there is a tendency of centralizing of the funds without creating proper authority for the handling of such funds. Now if we go on creating such centralisation, it will have an adverse effect on the national finance, on the national economy itself. Instead of helping the total economic planning, it will go against that. That aspect should also be considered when we take into consideration such Bills.

Now the next question is, are we going to enact Bills, Acts etc. so that they become non-justiciable before the court? This Bill says that nothing shall be done even if that is proved as harmful and this section should be read with sub-clause 4, which says:

> "No suit or other legal proceeding shall lie against the Central Government, the Board or any officer or other employee of the Board authorised by it in this behalf for any loss or damage caused or likely to be caused by anything which is in good faith done or intended to be done in pursuance of any direction issued under sub-section (2)."

That means whatever the Central Government is doing or intends to do will cause damage even if it is done in good faith. I think that such clauses will go against the principle of natural justice, against the principle of democracy. The earlier section also says that every direction issued by the Central Government under sub-section (2) shall be complied with by the Board and shall not be called in question in any court on any ground. such blanket power, If given to anybody, whoever that body may be, whatever that body may be, then it will go against the basic principle of democracy, against the basic principle of natural justice and against the basic structure of our State also because one of the parts of the State is the judiciary. I think, these submissions will be considered by the hon. Minister and amendments necessary to this Bill will be made so that it can be a really fruitful instrument for economic development. With these words, I conclude.

SHRI YALLA SESI BHUSHANA RAO (Andhra Pradesh): Mr. Vice-Chairman, Sir, this amendment seems very innocent and attractive. I welcome this. The surplus funds generated can be utilised, in the form of loans or equities or something like that, for the development of other ports also. But, unfortunately, in the provisions, there is further centralisation. There is no indication as to whether the other ports are going to be helped and if so, what the guidelines therefor are. As my hon. friend who spoke earlier said, there should be guidelines to help the other ports also.

Also barring of the jurisdiction of Courts is undemocratic. It is absolutely necessary that courts should have jurisdiction as that will ensure accountability of the Ministry or the Government.

With all the major ports coming under the Union Government, the Central Government must have visualised this aspect also. Instead of that suddenly the Government comes with an ordinance and with this amendment. There should also have been provisions for helping other ports from the funds generated. Further, the Government should take Parliament into confidence and make legislations only there and not through this method.

There are three important tasks with reference to major ports. The first is, large vessels could not come to our major ports. In that way we lose trade with foreign countries because foreign ships could not come there. So dredging operations are immediately necessary to major ports. Secondly, mechanisation is absolutely necessary for speedy disposal of ships

from the platforms of major ports. *Thirdly*, natural harbours should be developed into major ports. For example, I can suggest Kakinada port. Our hon. Minister has visited this port. It has lot of fresh water for ships. There are road and rail links to the port. It is a natural port in the East Coast. With the striking of oil in the Krishna-Godavari Basin, so many gas-based industries are coming up there. We are happy that the hon. Minister has given Rs. 10 crores for the further period of the Plan. But that is not sufficient. The State Government has given a proposal to develop Kakinada port as a Major port. I request the hon. Minister to help the shipping industry by developing Kakinada port into a major one.

Then, Sir, Japanese are our major importers of ores. They are offering large sums of money as loan or towards payment for ores, especially in regard to Vizag and Madras and other ports. If I am correct, it is under the consideration of the Ministry. We can dredge our ports so that large ships and vessels can come to these ports. There has been an encouraging improvement in the Indian shipping tonnage. During 1987 there was an upward trend and it has crossed 5.51 million tonnes by November 1987. The cargo facilities at our ports should also be developed. Presently there is mechanisation only at one-third of the ports. A lot still needs to be done for improving mechanisation. The allocation of Rs. 1090 crores in this Five-Year Plan is not enough. The Ministry seems to be trying to get another Rs. 700 crores but even this addition will be insufficient to develop our major ports. Therefore, some avenues, some resources, should be found for raising more funds for the development of our major ports.

With these words I request the honourable Minister to give due consideration to the suggestions I have made for the development of our major ports.

SHRI K. G. MAHESWARAPPA (Karnataka): Mr. Vice-Chairman. Sir, since this amendment is non-controversial I support the same. You will see that all major ports are not equally placed. Some of them are at an advantage and some of them are at a disadvantage. This amendment is absolutely necessary in order to develop all our major ports uniformly. The provision made here is for pooling the surplus funds of the ports and making them available for the development of those ports which are lagging behind. While considering this amendment we have to look to the special circumstances and the special factors which have not been attended to all these years. Some ports like Bombay and Calcutta are at very advantageous position. Therefore, if the funds of these ports are pooled and the surplus is utilised for development of the backward ports, we should certainly welcome the move. Some major works have to be undertaken to improve our exports, particularly our exports of iron ore. Our ports have to be deepened in order to enable bigger ships negotiate their movement. We have read newspaper report that Japan is not prepared to import iron ore in smaller ships and that it is prepared to provide funds for deepening our ports wherever necessary to enable bigger ships to operate. Of course, matching contributions should have to be provided by us. This should certainly be welcomed. Similarly, funds are necessary for dredging operations. In our country there are ten major ports. As my friend has stated, it is necessary for the Central Government to raise more funds for developing the natural ports which have unfortunately been neglected all these years. For instance, there is the natural port of Karwar in Karnataka. Perhaps it is the best natural port in the country and I appeal to the honourable Minister to pay special attention for the development of Karwar port. We have been stressing for the establishment of a naval training college there to train people to work in the ports. Our proposal has been negatived by the Ministry. I urge the Minister to reconsider the request of the State Government for setting up a naval college in Karwar for the purpose of training technicians and others to be employed in all the ports. I do not mind centralising certain important activity in the larger interest. We are not opposing all centralisation. We oppose centralisation in many fields

[Shri K. G. Maheswarappa]

and many sectors. But ports are our national assets and this sector will have to be developed. But necessary efforts have not been made all these years. In fact, I would like to compliment the Minister for having brought forward this amendment. Certain ports have incurred losses. For instance, in the case of Cochin, the loss was Rs. 80 lakhs in 1984, Rs. 660 lakhs in 1985 and Rs. 724 lakhs in 1986 while certain ports like Kandla have made profits to the tune of Rs. 218 lakhs in 1986. Bombay port is having surplus funds and it making use of those surplus funds.

If there are surplus funds in one port, these funds should not be concentrated used for some other ports also because ports are national assets and, therefore, these funds should not be concentrated in one port alone. Unfortunately, one writ petition was filed in the Bombay High Court and an iterim stay order was obtained to prevent the surplus funds of the Bombay port from being utilised for any other port. In fact, the amending bill provide for giving loans to other developing ports. But I agree that some sort of regulation is necessary to regulate the dispersal. There should be some rules and some authority not necessarily a judicial authority, but a quasi-judicial authority, to scrutinise the utilisation of funds of one port for another.

One more submission I want to make. I would like to plead for funds to check sea erosion. The State of Karnataka is having a coastline of about 300 kms. and there is sea erosion. There are some ports which do not come under the category of major ports. So, if there is some sea erosion and damage is done, the Central Government and the Port Trusts should utilise their funds for preventing sea erosion and such funds should need not be utilised for the major only. Recently, one unusual incident happened in Karnataka. An unusual instance of sea erosion at Malur near Udipi occurred. In fact, the Congress (I) MPs also made a representation for giving compensation to the fishermen who had incurred heavy losses. Such contingencies should be anticipated and funds should be allocated for such purposes. Steps should be taken to construct sea walls to check erosion. It is necessary to construct such sea walls. Otherwise, the fishermen will be put to great hardships if such erosion take place. Wherever erosion takes places, whether in a major port area or in a minor port area, these funds should be utilised. If there is no provision in the Act for such a contingency. I would not mind if the Government comes forward with another amendment to enable major port trusts to meet the situation as and when they arise.

Now, so far as New Mangalore is concerned, it is a major port there is a proposal of the State Government to the effect that the Chairman of the Board should be drawn from the State services so that there could be proper co-oridnation between the Centre and the State Government. A State IAS officer may be made the Chairman instead of imposing some unknown person not knowing the conditions of this developing port. I would request the honourable Minister to consider the question of appointing the Board Chairman from the State cadre.

There is another thing also. In the New Mangalore Port, there is a lot of labour problem and I think that the Minister is aware of the demands of the port and dock workers. They also must be considered.

With these words, Sir I support this Bill. Thank you.

THE VICE-CAIRMAN (SHRI JAGESH DESAI): Mr. Vaghela, after Mr. Ram Awadhesh Singh and Mr. Matto have spoken, you will have the right to reply.

श्री राम अवधेश सिंह : उपसभाध्यक्ष महोदय, इस छोटे बिल के उद्देश्य को पढ़ने से लगता है कि इसका उद्देश्य अच्छा है इसका समर्थन करना चाहिए । लेकिन इसमें जो दो नयी उपधाराएं जोड़ी गयी हैं यानी उपधारा 3 और उपधारा 4 उनको देखने मे लगता है असली मकसद कोई और है । उद्देश्य में कहा गया है कि जिन बन्दरगाहों की आमदनी

[श्री राम अवधेश सिंह]

ज्यादा है या प्राकृतिक तौर पर जो अच्छे स्थानों में हैं उनकी स्थिति अच्छी है, लाभकारी स्थिति में है...

**उपसभाध्यक्ष (श्री जगेश देसाई)** : यह आपके विचार के मुताबिक है ।

**श्री राम अवधेश सिंह** : इसका जो फायदा है, लाभ है वह फायदा या लाभ दूसरे मेजर पोर्ट्स को देना चाहते हैं, उनका विकास करना चाहते हैं, उनका आधुनिकीकरण करना चाहते हैं, ऐसा उद्देश्य लगता है इसके पढ़ने से लेकिन असली उद्देश्य यह नही है । इनका उद्देश्य है केन्द्रीय सरकार पूर्णतया स्वेच्छाचारी हो जाये, निरंकुश होकर जो चाहे वह करे । न्यायपालिका के बंधन से भी उपर हो जाये, स्वेच्छाचारी हो जाये । अपने देश में जहां भी जनतांत्रिक प्रणाली है वहां कहीं भी सरकार की किसी कार्रवाई के ऊपर यह पाबन्दी संसद नहीं लगा सकती है कि उस पर न्यायपालिका हस्तक्षेप न करे, उस पर कोई न्यायिक कार्रवाई न हो । ऐसी पाबन्दी लगाना घोर गैरजनतांत्रिक काम है । मैं समझता हूं इन्हीं उद्देश्यों के लिए यह बिल लाया गया है । सरकार का मकसद यह है कि वह पूर्णतया स्वेच्छाचारी होकर चाहे जो भी घाटा हो जाये, कितना भी घाटा हो जाये या ऐसा कोई भी कदम उठाये जिससे नुकसान होने की सम्भावना हो तो भी कोई कार्रवाई उनके खिलाफ न्यायपालिका में न की जाये । मैं समझता हूं यह घोर गैरजनतांत्रिक है, न्याय विरोधी कदम है । मैं चाहूंगा कि इन दो उपधाराओं को अगर निकाल दें और मेजर पोर्ट्स का आप विकास करना चाहगे, माइनर पोर्ट्स का विकास करना चाहेंगे तो देश का कोई भी नागरिक, कोई भी विवेकशील संस्था उसका विरोध नहीं कर सकता है । उसका हार्दिक समर्थन होगा ही । लेकिन इन दो उपधाराओं की वजह से सब को शक है, भारी शक है कि आप निरंकुश बनना चाहते हैं । आपके मन में कुछ दूसरी बात ही छिपी हुई है । वह बात यह है कि आप पोर्ट बना कर उसके जरिये लूट का काम चलाना चाहते हैं जैसा कि इनका पुराना धंधा है लूटने का । मैं चाहता हूं कि आप पैसा लें लेकिन आप सुधार का काम करें । जैसे काकानाडा, आन्ध्र प्रदेश के बन्दरगाह के बारे में बात कही गयी है कि उसका विकास होना चाहिए लेकिन उसकी सुरक्षा भी होनी चाहिए । आपको मालूम है कि नैफेड के चेयरमैन ने काकानाडा पोर्ट से करोड़ों रुपये का चावल चोरी छिपे विदेशों में भेजा और उसका पैसा उसने बाहर जमा करा दिया । नैफेड के तत्कालीन चेयरमैन, गलत न हो जाये किस चेयरमैन के बारे में बोल रहा हूं, मैं बता देना चाहता हूं*

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): No, no please. This will be expunged. He is not here. How can you mention this?

**श्री राम अवधेश सिंह** : आप कह लीजिए 81–82 वर्ष के चेयरमैन थे । और वह पैसा स्विस बैंक में जमा हो गया । मैं चाहता हूं कि इन बातों की तरफ सरकार को ध्यान देना चाहिए । मैं सरकार से यह भी कहना चाहता हूं कि स्मगलिंग को रोकने के लिए भी पैसा खर्च करना पड़े तो वह पैसा देने में संसद को कोई दिक्कत नहीं होगी । कुछ करोड़ रुपया देने में कोई दिक्कत नहीं है । लेकिन सरकार को स्वेच्छाचारी और निरंकुश नहीं होना चाहिए । इन धाराओं की वजह से मैं इस बिल का विरोध करता हूं ।

SHRI GHULAM RASOOL MATTO (Jammu and Kashmir): Mr. Vice-Chairman, Sir, I rise to support the Bill because it is an innocuous Bill providing that the surplus funds of one port may be used by another port. Some Members asked as to why an ordinance was needed. I find from the Bill that the ordinance was issued on 28th of January, 1988 when the Parliament was not in session.

Sir, I have to make one or two observations for the consideration of the Minister, while supporting this Bill. I have seen that there is a tendency in the Government of India Departments not to pay to other Departments. If one Department sells goods to another Department, the other Department does not take it seriously that it is a credit that has to be paid back. I know of organisations ister or any other representative. After the Authority of India has supplied to them goods years ago and the bills are still pending. I have this experience in the case

*Expunged as ordered by the chair.

[Shri Ghulam Rasool Matto]

of public sector undertakings in Jammu and Kashmir also. One undertaking gives goods to another undertaking and that undertaking forgets that it has to pay back. I would request the hon. Minister that while making the orders for the transfer of certain funds from one port to another port, he should have a system of repayment by that particular Department irrespective of the fact whether that particular port is in loss or in profit and that should be treated as a loan. I mean that the repayment must also be in the same order where a major port is directed to pass on the money to another port.

The second thing that strikes me - I do not know; I may be wrong - is that the ports are a national asset. I am in favour of decentralisation but I think that the ports are a national asset. For instance, the port of Bombay is as much an asset of the State of Maharashtra as of a land-locked place like Jammu and Kashmir. It is a national asset. the Minister should consider the possibility of formation of a Nationol Port Trust Authority which shall govern the entire gamut of these ports. Why do I say this? It is because this will facilitate passing on of these funds to those areas. Then there is the point raised by our friend from Karnataka that new ports may be opened or some port which need more money should be given that money and that money should be from the central authority. You may consider it. If it is possible or feasible, then you can create a National Port Trust Authority under which these major ports will come. With these words. I support the Bill.

**श्री शंकरसिंह बाघेला** : वाइस-चेयरमैन साहब, मैं माननीय मंत्री जी से कहना चाहता हूं कि वे अपने आफिसर्स को डायरेक्शन दें कि किन चीजों को प्रायरिटी देनी है। कलकत्ता पोर्ट पर बड़े बड़े शिप्स बहुत दूरी पर खड़े होते हैं। उनसे सामान लाने के लिए छोटे शिप्स लगाने पड़ते हैं। अगर बम्बई और कलकत्ता पोर्ट्स पर डेजिंग करनी हो तो उसको भी प्रायरिटी दी जाय। मर्डानाइजेशन को भी प्रायरिटी दी जाय। इसके अलावा मैंने वाडीनाड पोर्ट के संबंध में जो यह सुझाव दिया था कि उसको मेजर पार्ट से, कांडला पोर्ट से, डिलिंक किया जाय। इसके अलावा जो सुझाव मैंने दिये हैं उन पर विचार किया जाय। मैं उनको रिपीट नही करना चाहता हूं। इन मुद्दों के साथ मैं चाहता हूं कि मंत्री जी जब जवाब दें तब इन बातों का भी उत्तर दें ताकि हमको संतोष हो सके।

**श्री राजेश पायलट** : महोदय, पहले तो मैं सभी माननीय सदस्यों का धन्यवाद करता हूं। सभी माननीय सदस्यों ने बड़ा इंटरेस्ट लेकर क्लाज बाई क्लाज सुझाव दिये। जब माननीय सदस्य वाघेला जी बोल रहे थे तो मैं समझ रहा था कि सरकार ने वही काम किया है जो वाला जी चाह रहे थे।

**श्री राम अवधेश सिंह** : हिन्दी में अच्छा बोल रहे हैं।

**श्री राजेश पायलट** : हिन्दी में बोल दूंगा। आप जिस में कहें बोल दूंगा। अगर आप मेजर पोर्ट ट्रस्ट, एक्ट के 37 का सेक्शन 111 देखें तो वाघेला जी इसमें साफ लिखा है कि :

"Without prejudice to the foregoing provision of this Chapter, every Board shall in the discharge of its function under this Act be bound by such direction on question of policy as the Central Government may give in writing from time to time."

Then it further says in Col. 2:

"The decision of the Central Government, whether a question is one of the policy or not, shall be final,"

Sir, this provision was already available in the Major Ports Act, 1963, that Ports are the Central subject, and development of all the ports is a national policy matter which is discussed in the National Development Council where every State has a representation in the form of Chief Minister or any other representative. After the Government has evolved a policy now it becomes a duty of the Central Govern-

ment that all the ports are developed properly in a uniform manner or as per the requirements. Now, if Bombay location is good geographically, you cannot blame Vizag port not to have a good geographical position. If comercially today Bombay comes first, it cannot be blamed that Kandla should not be developed. So, to have a very uniform development policy, this policy decision was taken that surplus funds of Port 'A' could be used for Port 'B', not as a sort of diversion of the fund from Port 'A' to Port 'B', but as a loan. As the guidelines have been talked over, it is very clear that when we transferred these Rs. 200 crores from the Bombay Port, Sir, the Port had a surplus. We transferred this amount to three ports—Tuticorin, New Mangalore and Bombay Nhava-Sheva Port. We have said and we have given the guidelines that this is a loan for a particular period. Even there will be interest paid to this Port by that particular port. But when we have to develop a port, it will take some time. Now the Nhava-Sheva port which is one of the prestigious ports of the country is coming up. To develop that port, we require some funds. So, we requested the Bombay port to divert their funds as a loan to that particular port. But, as Shri Vaghela said, one of the Board Trustees of the Bombay Port went to the court and initially it was not admitted in the High Court.But somehow again Mr. Palkhiwala, on behalf of the Board want, and the matter went to a Bench of the High Court. So, a decision is not given by the Court that we cannot divert the fund. But to have a uniform development and continuity, we took a decision that we must divert these funds and because of their stay of not diverting stay of not diverting the funds, the development was about to be stopped.

Sir, I must say why we issued an Ordinance. 31st March is the financial year ending. All the payments of those ports have to be paid. We knew very well that in February Parliament is going to assemble. We could have brought it in February. Today it is already 9th of March. Maybe, Lok Sabha may take ten days. We would not have been able to deliver the goods, the intention that the House has expressed today. That is why this Ordinance step was taken. I fully share that we should try and come to the Parliament and take the House into confidence for such a thing. But it was such a good-intentioned Ordinance as every Member has said here, with that intention it was initiated. As I have said, not to give in to any lacunae or to legal complications, we have issued that Ordinance and cleared the platform for a uniform development of the ports in the country.

Sir, most of the Members have given various suggestions and I would cover the common points. The first point which most of the hon. Members made is that the ports should be developed. Sir, the Government has this sector as an important sector. That is why in the 6th Five Year Plan we had Rs. 560 crores. In the 7th Plan, we have raised it to Rs. 955 crores so that all our major ports are developed and we modernise our ports and we give more attention to the ports' sector. Sir, a question about minor and intermediate ports has come up. Government intention is to develop them. But, as I have said, we are so short of funds that with meagre resources we are trying to develop major ports to the maximum. In the minor ports, I have spoken earlier in the House in one of the supplementaries to a question that we have allocated Rs. 20 crores for minor ports to be developed and two ports have already been selected and money is being diverted to them in the Seventh Five-Year Plan.

Sir, we know the importance of coastal shipping. That is why we are olso asking the State Governments, we want to share their views and with our own shipping system we are developing coastal shipping in the country. Sir, last time when I attended a meeting of th National Shipping Boord we insisted that the Natonal Shipping Board must come out with a policy where the Government can pay high attention to the coastal shipping because this will help to improve the economic situation of two three States to a great extent. The Governmen is fully aware of this.

Sir, I may also tell the House that the port sector with the hard work of the lobour and the port management and, of

[Shri Rajesh Pilot]

course the Government policy of encouraging the port sector, in the Sixth Plan, in the beginning, we used to handle 81.32 million tonnes. In the beginning of the Seveth Plan we were round about 101.0 million tonnes. I am subject to correction because the correct figure is not available with me. But today in the third year of the Seventh Five Year Plan we have touched 130 million tonnes. So, the capacity of the ports is being increased. We are paying higher attention to the ports.

Some points have been raised about corruption. My hon. colleague has said about some corruption in the ports, some accounts being transferred here and there. Sir, it is the first time we took a decision on the ports regarding demurrage charges. We made a committee in each port. Sometimes the land of the port is so costly that some people took that at a very low rate and cheap rate and then made use of it for financial gains. We made a committee to take decision on these matters. We called for a speaking order for every decision of the port. Initially we had a complaint about demurrage, one of the incomes of the port and I thought that inefficiency in the port is becoming efficiency. Because if demurrage charges are more, it becomes the income of the port. We did not stand on that definition. We improved it. Today the waiting order or the congestion in the ports has been reduced and with the reduction in the congestion our port revenues have gone high, demurrage charges have gone high. Because everything is coming in the speaking order. There is a committee in each port which sits and decides As far as port trust members are concerned, hon. Member has suggested that a member of the Chamber of Commerce should be there. All are there already. I think somebody has not passed on the information. I can give the guidelines for each port. We have a member from the chamber of commerce, we have a member from the local bodies. We have all commercial interest and public interest representation on the Board. And that is why that these Boards have already started improving their performance.

I am also happy to inform that this year, touchwood, we are likely to make profit in all the ports. Last year Cochin was sightly down. We had made some losses in Cochin. But that is also coming up and we are likely to make profits. But this is subject to accounts by 31st March, when we get the fiugres.

Sir, some Members have pointed out about...

**श्री राम अवधेश सिंह** : सब सेक्शन 3 और सब सेक्शन 4 के बारे में बताइये ।

**श्री राजेश पायलट** : माननीय सदस्य ने सब सेक्शन 3 और 4 के बारे में बात कही। सब सेक्शन 3 और 4 के बारे में माननीय सदस्य की एक शक था कि सेंट्रल गवर्नमेंट सारी पावर अपने हाथ में ले रही है।

Mr. Chairman, Sir, the Constitution is very clear. The clauses of the Constitution are written. What is the total authority of the Central Government is written. That is not made by me or the hon. Member. It is written in the Constitution. Why we have taken this measure, I agree that the logical—

जैसे अगर आप पूरे सब्जेक्ट के बारे में पूरी जानकारी नहीं रखते तो मैं भी इसी गलतफहमी में हो सकता हूं कि यह कोशिश कर रहा हूं कि जो हमारा फैसला है वह सही है, वह नहीं है। वह इसीलिए कि जैसे अब लेने आ गये सन् 198 से 6 महीने से हमारा कोई डवलपमेंट नहीं हो सका हम फण्डज नहीं दे पाए कभी कहीं रिट हो

रही है कभी कहीं पर अपील हो रही है तो इन बातों को रोकने के लिए हमने कदम उठाये कि जो कदम हम देश के विकास के लिए उठा रहे है जो कदम हमारे देश के विकास के लिए हैं उन्हें बार बार चैलेंज न किया जाए । ऐसे विकास नहीं होगा । आप तो गांव के रहने वाले हैं आप यह जानते ही हैं कि कितनी सड़कें बन नहीं पाती हैं । रोज सेक्शन हो जाती हैं सरकार मंजूर कर देती है लेकिन उस पर स्टे आर्डर हो जाते हैं जो कभी पत्थर नहीं लगने देते कभी रोलर नहीं चलने देते। आपकी कास्टीट्यूयेंसी में भी बहुत सी ऐसी सड़कें सरकार ने मंजूर की होंगी लेकिन कई लोग यह कहते हैं कि यह मेरे खेत से नहीं दूसरे के खेत से जानी चाहिए। उसी

6.00 P.M. चक्कर में इलाके का विकास रूक जाता है, उस भावना को बीच में रखते हुए ..... (**व्यवधान**) इसमें कोई गलत इंटेंशन नही है । इसमें लोन ट्रांसफर का है। इसमें ऐसा नहीं है कि कैसे भी यूज कर लें । आपने यह बात भी कही कि उनको गौर रखना चाहिए कि पैसा मिसयूज न हो । यह बात सही है कि सरकार का फर्ज है कि कहीं कोई एक्सचेकर का गलत यूज न हो। [illegible] तो एक कर्जा है, एक पोर्ट का कर्जा [illegible] इतने दिन के लिए दिया है। इतनी पावर तो सरकार को रखनी पड़ेगी (**व्यवधान**)

**श्री राम अवधेश सिंह** : 4 वाला जो है ।

**श्री राजेश पायलट** : 4 में यही है । आप पढ़ लें अच्छी तरह से । अगर आपको और भी शक हो तो मैं आपके साथ बाहर बैठकर या घर पर बैठकर आपको समझा सकता हूं..... (**व्यवधान**)

**श्री राम अवधेश सिंह** : यह बहुत महत्वपूर्ण बात है । यह गुड फेथ जो सरकार का है इस गुड फेथ में सरकार कुछ भी करे, इसका क्या मापदण्ड है, क्या पैरामीटर है इसको मापने का यह बताइये । इसको किस हद तक खीचेंगें । आपका यह रबड़, पैरामीटर बहुत लम्बा भी हो सकता है, छोटा भी हो सकता है तो यह बताइये कि गुड फेथ क्या है ।

**श्री राजेश पायलट**: जब लोग सरकार को चुनकर भेजते हैं तो गुड फेथ में चुनकर भेजते हैं और सरकार का फर्ज है कि गुड फेथ में सारा काम अच्छी तरह से करे । यह सरकार का काम है । दूसरा एक वाडीनाड के बारे में वाघेला जी ने कहा । हमने वहां दिखाया था । वहां पर अभी उतना ट्राफिक नहीं है कि इसको मेजर पोर्ट में इन्क्लूड किया जाये बल्कि देखा जाये तो कई पोर्ट्स से इतना कम है कि हमने जो माइनर पोर्टस का सिलेक्शन किया था उन के मुकाबले भी वाडीनाड का ट्राफिक उतना नहीं था । लेकिन यह एक बहुत महत्वपूर्ण पोर्ट है और जो भी इसके डेवलपमेंट के लिए होगा । (**व्यवधान**) उसे हम करते रहेंगे । (**व्यवधान**)

जहां तक काडला पोर्ट फ्री ट्रेड जोन के बारे में बात है यह कामर्स मिनिस्टर से संबंधित है । दूसरा श्री रे जी ने कुछ पाइंट्स बताये । एक तो उन्होंने आर्डिनेंस को नेसेसिटी के बारे में बताया ।

He asked about the Ordinance which I have already explained. Then he wanted the total picture of finance. In this small Bill I could not bring out the total outlay, how we are investing in each and every port, but in our Plan outlay we have explained how we are planning to develop the major ports and how the Senvth Five Year Plan outlay is going to be used for modernisation and betterment of the port sector.

Then he wanted to know the criteria, how we sanction loans and all that. I have already said that we see the requirement of a particular port which is developing. The decision is taken by the National Development Council because it is a policy matter, but when the loans are transferred there are a few guidelines that for so many years

[Shri Rajesh Pilot]

this much is the interest and the payment of instalment should start after the port becomes operational. There are a few minor guidelines.

About centralising funds I think most of the Members have appreciated and hon. Matto has suggested that we should have a National Port Authority. We had a Sathe Committee. This Committee has gone into the problems. It is a major reforms Committee and they have recommended a lot of things which are under study of the Government of India. This is one of the ideas that they have said that we should have a National Port Authority to control all the ports, so that uniform development of the ports could be there. This is one of the suggestions they have made which is under consideration of the Government.

There is one more point about erosion which one hon. Member has mentioned. Normally whenever there is erosion and the public is affected in the port area, we take care of it. In fact one hon. Member, Shri Oscar Fernandes, of Lok Sabha mentioned about the New Mangalore Port and we have taken some action. So, if there is any particular instance where hon. Member feels that is is a port sector and our help is required, we will certainly take necessary action. If we are commercially using the sea for that port, we are bound to give help to the people, if they are affected.

Then the mentioned about the chairmanship of the Board. If we have a policy that for a Central port some IAS officer from that State is selected, then it will not be in good taste. What we normally do is, we select a panel. I fully agree that he is more known to the area and more known to the State. That is why we are trying to have a policy of selecting deputy chairman of the port from the port officers so that local knowledge is available through deputy chairman to the concerned chairman.

Lastly, dredging was also asked, that dredging must be done. Drdeging is one of the important factors and we are paying great attention to this aspect. We have an independent Dredging Corporation of India which undertakes dredging. The only thing is that the ports are complaining that it is costly. We are taking some measures to see whether it could be made reasonably good so that dredging becomes econominaclly viable for the port.

Lastly, a point was made about foreign firms. One hon. Member has said that the Japanese have offered some loan. Such offers have come and we have accepted the Dutch offer. Dutch assistance is being used in Paradip Port in Orissa. I am not aware of this particular offer, whether it has been offered and whether Government has taken any decision on it. I can convey the information to the hon. Member.

With these words, I thank all the hon. Members who have taken keen interest in this subject and given their suggestions. In my reply I have explained the Govment's views on those suggestions. I now request that the Bill be passed.

SHRI SHANKER SINH VAG[illegible]
In view of the assurances given by the Minister, I withdraw my Statutory Resolution.

**The Statutory Resolution was by leave withdrawn*

THE VICE-CHAIRMAN: Now that the Resolution has been withdrawn I put the motion moved by Shri Rajesh Pilot to vote. The question is:

"That the Bill further to amend the Major Port Trusts Act, 1963, be taken consideration."

*The motion was adopted.*

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): Now we shall take up clause-by-clause consideration of the Bill.

*For the text of the Resolution *vide* col.

*Clauses 2 and 3 were added to the Bill.*

*Clause 1, the Enacting Formula and the Title were added to the Bill.*

SHRI RAJESH PILOT: Sir, I move:

"That the Bill be passed."

*The question was proposed.*

**श्री राम अवधेश सिंह** : सर, एक क्लैरिफिकेशन पूछना है । मैंने बहुत जरूरी बात की थी । महोदय, आप जानते हैं कि स्मगलर्ज से देश की अर्थ व्यवस्था प्रभावित है । तो स्मगलर्ज के खिलाफ कुछ इनके मन में कोई ठोस कदम उठाने का प्रस्ताव है या नहीं ?

SHRI RAJESH PILOT: Sir, if the hon. Member is so keen to know what the Government is doing,

आपका कहना बिलकुल सही है । ऐसी शिकायतें हमें मिली हैं और सरकार ने बड़े ठोस कदम उठाये हैं । बहुत से सरकारी अफसर जो इसमें खतावार पाये गये, उनको सजा दी गई है । मैंने लोक सभा में कहा था कि हमने जो एस० सी० आई० और पोर्टस में कुछ ऐसे लोग खतावार थे, उनको सजा दी गई है । उसकी रिपोर्ट लोक सभा की पटल पर भी रख दी गई है । सरकार इससे चिंतित है । लेकिन आप लोगों की भी मदद चाहिए । जिस किसी को आप जानते हैं, आप हमको बतायें क्यों नहीं हैं, आप लोगों को बताना चाहिए ।

**श्री राम अवधेश सिंह** : इस एक्ट के माध्यम से क्या आप कोई इफैक्टिव मशीनरी बना रहे हैं ?

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): The question is:

"That the Bill be passed."

*The motion was adopted.*

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): The House now stands adjourned and will meet again on 10th March, 1988, at 11 a.m.

The House then adjourned at nine minutes past six of the clock till eleven of the clock on Thursday, the 10th March, 1988.